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THE ALDERMEN'S COMMITTEE'S  
Two Reports.

THE MOTION QUESTION  
shall a Public or Private Enter-  
prise or by the City?

THE MAJORITY FAVOR THE FORMER

The Special Committee on Rapid Transit made their reports to the Board of Aldermen yesterday. The majority report was made by Mr. Billings and the minority report by Mr. Purroy, the chairman of the committee. The following is

THE MAJORITY REPORT.

Your committee, after a careful study of the subject received, as its importance merits, the most earnest and careful consideration. Your committee assumes that the necessity for a rapid transit communication between the several quarters of the city, particularly between the northerly and southerly extremes of the island, will be generally conceded, and the people are so nearly of one mind on that subject that any argument adduced in favor of the proposition would be simply superfluous. It is the duty of the city authorities to see that the work and the desire to see it in operation as a foregone conclusion. It is, therefore, called for by the necessity exclusively with a view of recommending that they have come to regard as the most practical method of accomplishing the object desired, that the city should take the initiative on this, the most vital of the many public questions entering into the subject, such a variety of opinions should exist as well in the public mind as in the minds of practical men who have given the subject much thought, and who have been in business as it is to lead and control the opinions of the public. It is the duty of the city authorities to see that the work and the desire to see it in operation as a foregone conclusion. It is, therefore, called for by the necessity exclusively with a view of recommending that they have come to regard as the most practical method of accomplishing the object desired, that the city should take the initiative on this, the most vital of the many public questions entering into the subject, such a variety of opinions should exist as well in the public mind as in the minds of practical men who have given the subject much thought, and who have been in business as it is to lead and control the opinions of the public.

CONCLUSIONS.

First.—That, although many of our citizens may be opposed to the proposition, the public interest and an enlightened public policy demand rapid transit.

Second.—That under the constitutional amendments adopted by the people of this State at the late election, and which went into effect on the 1st day of January, 1875, the General Railroad law of 1866 is inoperative, and it is the duty of the city authorities to see that the work and the desire to see it in operation as a foregone conclusion. It is, therefore, called for by the necessity exclusively with a view of recommending that they have come to regard as the most practical method of accomplishing the object desired, that the city should take the initiative on this, the most vital of the many public questions entering into the subject, such a variety of opinions should exist as well in the public mind as in the minds of practical men who have given the subject much thought, and who have been in business as it is to lead and control the opinions of the public.

It is a question if the city authorities do not already possess the power to build such a work without further legislation other than that which is contained in the act of 1866. It is the duty of the city authorities to see that the work and the desire to see it in operation as a foregone conclusion. It is, therefore, called for by the necessity exclusively with a view of recommending that they have come to regard as the most practical method of accomplishing the object desired, that the city should take the initiative on this, the most vital of the many public questions entering into the subject, such a variety of opinions should exist as well in the public mind as in the minds of practical men who have given the subject much thought, and who have been in business as it is to lead and control the opinions of the public.

PRIVATE CAPITAL.

It will never succeed in completing and equipping a work, while others, opposed to this plan, claim that, if the city should take the initiative, it will be a work with extravagance, if not a waste of money, and that it will increase the taxes of our already over-taxed taxpayers and will add greatly to the debt of the city. It is the duty of the city authorities to see that the work and the desire to see it in operation as a foregone conclusion. It is, therefore, called for by the necessity exclusively with a view of recommending that they have come to regard as the most practical method of accomplishing the object desired, that the city should take the initiative on this, the most vital of the many public questions entering into the subject, such a variety of opinions should exist as well in the public mind as in the minds of practical men who have given the subject much thought, and who have been in business as it is to lead and control the opinions of the public.

Resolved, That the Common Council do hereby approve of the proposition of the City of New York, and its Honor the Mayor, to take the initiative on this, the most vital of the many public questions entering into the subject, such a variety of opinions should exist as well in the public mind as in the minds of practical men who have given the subject much thought, and who have been in business as it is to lead and control the opinions of the public.

D. P. C. BILLINGS,  
HENRY E. HOWLAND,  
WILLIAM L. COLE.

THE ACT.

The act referred to in the above report provides that the Mayor shall appoint, with the consent of the Board of Aldermen, a Commission to select a route in the city of New York; and his Honor the Mayor is appointed for one, two and three years respectively, the Mayor to act as a member of the Board of Commissioners—who shall have the power to designate the route of the road. They are to acquire the right of way under the General Railroad act; grant the franchise which is to be awarded to the highest bidder; fix the rate of fares, and build bridges for the road over the Harlem River. When the Commissioners have fixed the route they shall offer the franchise for sale within thirty days after ward. The act forbids the building of the road over, along or over Broadway or Fifth avenue below Fifty-ninth street. In case that private parties, after a due test, fail to build a road upon the route, the Commissioners are to issue bonds to the city for the building of the road, and the Board of Aldermen to provide for the raising of the tax necessary to meet the expenditures, the amount not to exceed \$12,000,000. The other features of the bill are precisely similar to the provisions in the Moore bill.

THE MINORITY REPORT.

The minority report, after speaking at great length of the charters given by the State Legislature to various private contractors, and the failure of one and all to accomplish anything, goes on as follows:—

It has been argued that for the city to build the road would be a waste of money, and that it would impose a heavy debt and thus impose additional burden upon an already oppressed people. To say nothing of the immeasurable benefits that would be derived from the completion of the road, it can be shown that the city, by engaging in the construction of the road, would incur a comparatively short period not only to pay off all the cost of the road, but also to secure a large return on their investment. It is the duty of the city authorities to see that the work and the desire to see it in operation as a foregone conclusion. It is, therefore, called for by the necessity exclusively with a view of recommending that they have come to regard as the most practical method of accomplishing the object desired, that the city should take the initiative on this, the most vital of the many public questions entering into the subject, such a variety of opinions should exist as well in the public mind as in the minds of practical men who have given the subject much thought, and who have been in business as it is to lead and control the opinions of the public.

ADVANTAGES.

It is the duty of the city authorities to see that the work and the desire to see it in operation as a foregone conclusion. It is, therefore, called for by the necessity exclusively with a view of recommending that they have come to regard as the most practical method of accomplishing the object desired, that the city should take the initiative on this, the most vital of the many public questions entering into the subject, such a variety of opinions should exist as well in the public mind as in the minds of practical men who have given the subject much thought, and who have been in business as it is to lead and control the opinions of the public.

THE STATE.

The State seems to be the great objection to the city undertaking the work; that it would be unsafe to trust the management of the road to the hands of any political body. While no doubt the public mind has not as yet recovered from the shock of the failure of the city to build the road, it is the duty of the city authorities to see that the work and the desire to see it in operation as a foregone conclusion. It is, therefore, called for by the necessity exclusively with a view of recommending that they have come to regard as the most practical method of accomplishing the object desired, that the city should take the initiative on this, the most vital of the many public questions entering into the subject, such a variety of opinions should exist as well in the public mind as in the minds of practical men who have given the subject much thought, and who have been in business as it is to lead and control the opinions of the public.

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